Comparing Alternatives

Seminary Road
Complete Streets Project

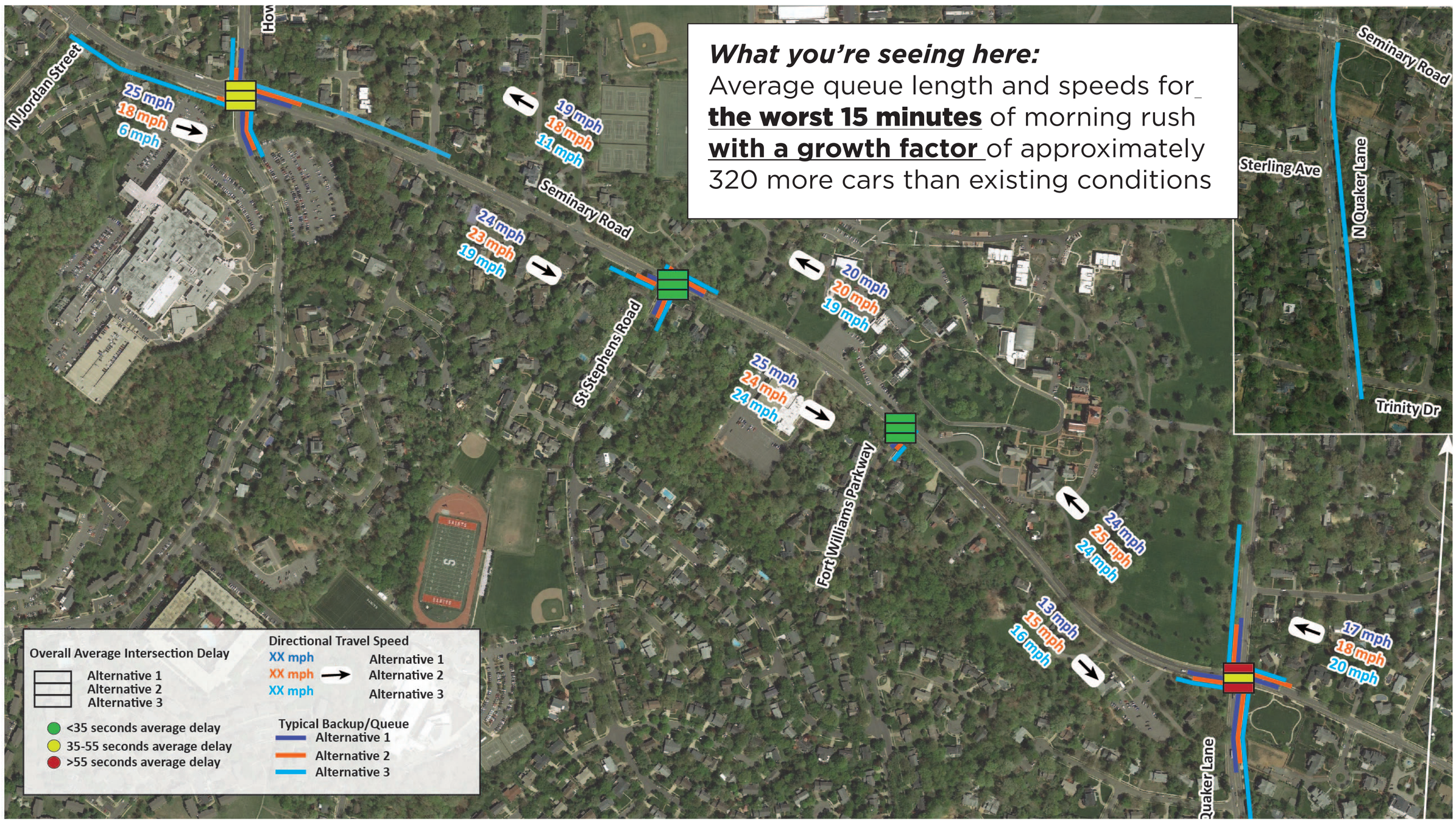
Scoring: Concepts were scored on a scale of 1 to 5 for each of the objective for the project. One point is givenwhen options make no improvements or substantially worsen existing conditions. Five points are given when options substantially improve conditions or fully preserve existing strengths of Seminary Road.

DESIGN ALTERNATIVES

PERFORMANCE INDICATORS	ALTERNATIVE 1 (4 lanes with minor changes)	ALTERNATIVE 2 (1 eastbound, 2 westbound lanes, bike lanes)	ALTERNATIVE 3 (1 eastbound, 1 westbound, 1 turn lane, buffered bike lane)
PEDESTRIAN SAFETY/ COMFORT	●●○○○ Provides minimal additional help to crossing pedestrians, other than upgraded crosswalks, and some possible other signage/marking	●●●○○ Reduces the number of through-lanes to be crossed, but median islands at uncontrolled crosswalks are unlikely.	●●●●○ Provides the most comfort and safety for people walking. Upgraded crosswalks, signage/ marking, and median islands make for safe access and mobility for people walking.
FILLING THE SIDEWALK GAP	●○○○○ Lane configuration does not allow for future relocation of curb to provide more off-street space for a sidewalk	●●●○○ Space provided to a bike lane could be reapportioned to a long-term sidewalk and protected and marked for pedestrian use in the interim	●●●●● Allows space to fill the sidewalk gap in partnership with VTS.
CONTROLLING SPEED	●●○○○ Narrowed lanes may calm traffic slightly, but a wide travelway will still allow passing and speeding	●●●○○ Provides a single through-lane for the eastbound direction, which would control speed, but two westbound lanes would still allow passing and speeding	●●●●● Reduced, narrowed lanes calm traffic, do not allow passing, and reduce speeding.
PREVENTING CRASHES	●●○○○ Narrowed lanes may provide some crash reduction benefits, but are unlikely to reduce angle, sideswipe, or rear-end crashes	●●●○○ Reduced lanes, especially eastbound, may provide some crash reduction benefits, but are unlikely to reduce angle, sideswipe, or rear-end crashes, especially in the westbound direction.	●●●●● Reduced and narrowed lanes provide the best crash reduction benefits, likely to reduce angle, sideswipe, or rear-end crashes
MINIMIZING VEHICLE DELAY	●●●●○ This alternative provides the same lane distribution and signal operations as the existing conditions. Queue lengths stay the same, often extending past intersecting streets	●●●●○ This alternative provides the same lane distribution and signal operations as the existing conditions. Queue lengths stay the same, slightly improve over exiting conditions in most intersections, except for St. Stephens Road.	●●●○○ Changes in intersection delay are generally minimal and improve in some cases. The worst average delay is seen at Howard Street with an additional 5 seconds of wait time in the evening peak period. Left turns are eased with a dedicated turn lane.
ADJACENT RESIDENT LIVABILITY	●●○○○ Maintains travel times, but does not provide turn pockets, or space for cars to pull out of driveways.	●●○○○ Bike lanes provide more space than existing conditions for residents to pull in and out of driveways, but no turn pockets makes access to connecting streets more difficult	●●●○○ Provides dedicated turn lane for left turning vehicles. Ample space for cars to pull out of driveways or side streets with increased sight distances.
BICYCLIST SAFETY/ COMFORT	●○○○○ Does not provide any bicycle facilities.	●●●○○ Provides an unbuffered bicycle lane but is not a low-stress connection	●●●●● Provides the best facility - a buffered bicycle lane on each side of the roadway.

PEAK HOUR OPERATIONAL SUMMARIES with 2% growth factor added

Morning Rush Hour- Worst 15 Minutes



Evening Rush Hour- Worst 15 Minutes